

BRANDIES

As Supplied to the Hospitals.  
Per Dozen, \$22.00.  
MARTINELLIS Sole Agents, \$22.00.  
do. do. 31.00  
do. do. 51.00  
do. do. 93.00  
Sole Agents,  
H. PRICE & CO.,  
458 12, Queen's Road.

# The China Mail.

ESTABLISHED 1845.

THE CREAM OF WHISKIES,  
KING EDWARD VII.  
Per Dozen, \$22.00.  
SOLE AGENTS,  
H. PRICE & CO.,  
12, Queen's Road.

No. 12,481.

號六廿二年三月廿九一千一英

HONGKONG, THURSDAY, MARCH 26, 1903

日廿九二年二月廿八日

PRICES, (\$3.00 Per Month,  
15 Cents Per Copy.

AGENTS FOR THE CHINA MAIL.

London—E. AIGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. STETTER & CO., 30, Cornhill. GORDON & GORRI, Ludgate Circus, E.C. BATE, HENY & CO., 81, Cannon Street, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLIS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street, E.C. C. MITCHELL & CO., 100, Hill, Holborn Viaduct, E.C. SELLS'S ADVERTISING AGENCY LTD., 167, Fleet Street, E.C.

PARIS AND EUROPE:—MANVENCE, FAVRE & CO., 18 Rue de la Grange Bateliere.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.

SAN FRANCISCO and American Ports generally:—DEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

BATAVIA:—H. M. VAN DORN & CO.

SINGAPORE STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

PHILIPPINE ISLANDS:—A. S. WATSON & CO., Manila.

CHINA:—A. M. MOALLEY & CO., LIMITED, Foochow, Brockle & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & WALSH.

## Wanted.

### WANTED.

YOUNG RELIABLE CLERK for Office Work. Must be SHORTHAND and TYPEWRITER. Apply to 'S. P.'

Care of 'CHINA MAIL' OFFICE, Hongkong, March 19, 1903. 609

### ROOMS WANTED.

TWO or Three FURNISHED ROOMS, in Central District. Apply to 'B. C.'

Care of 'CHINA MAIL' OFFICE, Hongkong, March 23, 1903. 643

### Intimations.

TO PEARL DEALERS. THE Undersigned firm buys all kinds of PEARLS—Sellers are requested to apply to

YU SHUN TAI, 66, Bonham Strand West, Hongkong, March 24, 1903. 651

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd Floor, Hongkong, March 21, 1903. 631

### NOTICE.

THE STOCKTON MILLING CO. (OF SAN FRANCISCO), HONGKONG.

I have this day handed over the Management of the above COMPANY'S BUSINESS at this Port to MR. THOMAS W. HORNBY.

A. FAIR.

Hongkong, March 20, 1903. 618

LA MINERVA CIGAR FACTORY.

ESTABLISHED 1887.

CUSTOMERS wishing Cigars sent to their Hong addresses can have them sent by instructing the Manager, Mr. A. RAY, at the Factory. We pay Duty at Home.

CIGARS FOR SALE AT CURRENT PRICES.

Hongkong, January 31, 1903. 210

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.

By Appointment to  
H. M. THE KING  
and  
HRH THE PRINCE OF WALES

From LANE, CRAWFORD & CO.,  
MUTUAL STORES and FIRST CLASS HOTELS  
and CLUBS.

Business Notices.  
INNES' PATENT  
METALLIC ZINC POWDER  
SUPERIOR TO ZINC PLATES OR BALLS; EASILY APPLIED.  
EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.

RECOMMENDED BY THE LEADING SUPERINTENDING ENGINEERS OF THE WORLD.  
W. S. BAILEY & CO.,  
SOLE AGENTS.

HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,382 tons, Captain H. D. Jones.  
s.s. POWAN, 2,388 tons, Captain G. P. Morrison, R.N.R.  
s.s. PATSHAN, 2,200 tons, Captain J. J. Losick.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.

Departures from HONGKONG to CANTON daily at about 8 a.m. (Sunday excepted), and at about 4 p.m. (Saturday excepted). Departures from CANTON to HONGKONG daily at about 8 a.m. (Sunday excepted), and at about 4.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 2 p.m. Do. from Macao to Hongkong daily at about 8 a.m. Sunday excepted.

Canton-Macao Line.

s.s. LUNGSHAN, 210 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. NANNING, 669 tons, Captain R. D. Thomas.  
s.s. SAINAM, 588 tons, Captain B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD and SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

18

DEALER IN

All Sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.  
STEEL GIRDERS and TEES,  
CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1903. 622

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

CONSEQUENT upon the retirement of Mr. W. H. RAY, owing to ill-health, Mr. JAMES WHITALL has, from this date, been appointed SECRETARY of the above Company.

By Order of the Board of Directors,  
E. W. MATILAND,  
Acting Secretary,  
Hongkong, March 17, 1903. 589

BOVRIL ISN'T DEAR,

in fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained.

A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.

Old fashioned beef tea and meat extracts, whether known as such, or disguised under more pretentious modern names, contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to day disputes it. Used as a nourishment, Bovril Extract is probably the most expensive article one can buy. Bovril one of the cheapest.

MADAME FLINT

HAS the honour to inform her clients

and the public that she has just

received by the French mail, a LARGE

ASSORTMENT of PARISIAN MIL-

LINERY, ROBES, SILK, and KID

GLOVES and PARASOLES. All novel

ties just out for the coming Spring Season.

Prices and styles to suit every taste.

An early inspection invited.

7, ORMSBY TERRACE,

GRANVILLE ROAD,

KOWLOON.

Hongkong, January 27, 1903. 2604

PARIS MODES.

THE above mentioned CODE is available

for telegrams sent by the lines of

either Company, and be consulted, or purchased, at the COMPANIES' OFFICE.

J. M. BECK,  
Superintendent.

Hongkong, March 18, 1903. 633

CHAS. J. GAUPP & CO.,

Chromometer, Watch & Clock Makers,

Jeunior, Watch & Silver Smiths,

NAUTICAL, SCIENTIFIC and

METEOROLOGICAL INSTRUMENTS.

VORZELANDER'S CELEBRATED

BINOCULARS and TELESCOPES.

BRUNN'S LIQUID and OTHER COMPASS

ADMIRALTY and IMRAY CHARTS

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE.

CHRISTOFLE & CO.'S ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY

in great variety.

D. I. A. M. O. N. D. S.

AND DIAMOND JEWELLERY.

Splendid Collection of the Latest LONDON PATENTS, very moderate prices. 472

Electric Passenger Elevator to each Floor.

Table D'Hotels at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, October 23, 1902. 2173

AGENTS FOR THE AQUARIUS CO.,

Telephone No. 75.

Caldbeck, Macgregor & Co.,

16, QUEEN'S ROAD,

Hongkong, March 12, 1903.

MINERAL WATER, SILENT WATER,

SODA WATER, TONIC WATER,

GINGER ALE, LITHIA WATER,

GINGER BEER (STONE BOTTLE).

All the Company's Manufactured Waters are made from

TREBLE DISTILLED Water—nothing can be purer.

AGENTS FOR THE AQUARIUS CO.,

Telephone No. 75.

Caldbeck, Macgregor & Co.,

16, QUEEN'S ROAD,

Hongkong, March 12, 1903.

THE CREAM OF WHISKIES,

KING EDWARD VII.

Per Dozen, \$22.00.

SOLE AGENTS,

H. PRICE & CO.,

12, Queen's Road.

THE CREAM OF WHISKIES,

KING EDWARD VII.

## Intimations.

## G. FALCONER &amp; Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. AND AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

## M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

64, QUEEN'S ROAD CENTRAL. 2223

JAPAN



COALS.

MITSUI BUSSAN KAISHA  
(MITSUI & CO.)HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—Prince's BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Canton, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Mutsuura, Kure, Shimomosaki, Mutsu, Wakamatsu, Karatsu, Nagasaki, Kochi, Sasebo, Mutsuura, Mikaze, Hakodate, Taipeh, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamer.

COAL PRODUCERS of the Famous Minke, Tagawa, Yamana, and Ida Coal Mines.

COAL AGENTS for Hokoku, Honda, Kamada, Kishima, Mameda, Manoura, Onoura, Oto, Sasebo, Tsushima, Yoshinotani, Yoshio, Yunokubira, and other Coal.

N. INUZUKA, Manager, Hongkong.

Hongkong, November 22, 1902.



A healthy child is naturally full of life.

His mother will tell you:

Rainier  
Beerdid her a lot of good  
It's pure ingredients  
It's perfect brewing  
when used in moderation  
will tend to build up the system.  
Better try it yourselfSEATTLE BREWING  
& MALTING CO.  
SEATTLE, WASH.  
PHONE RAINIER 30Per Case (6 dozen Pints, or 4 dozen Quarts) \$18.00  
(Special terms to large buyers)A. S. WATSON & Co., Ltd.,  
Sole Agents for HONGKONG, CHINA and MANILA.

## DINNEFORDS

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORDS MAGNESIA

MAGNESEA

The Physician's  
Care for Gout,  
Rheumatic Gout  
and Gravel.Safety and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

## LEA &amp; PERRINS'

Messrs. LEA &amp; PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

Original Worcestershire Sauce,  
they are now printing their Signature, in red, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

## WORCESTERSHIRE

## SAUCE.

The Original and Genuine Worcester.

E10

## Intimations.

## MACHELL MEMORIAL FUND.

A MEETING of SUBSCRIBERS to the above Fund will be held at Queen's COLLEGE on FRIDAY next, March 27th, at 5.30 p.m.

E. RALPHS,  
Hon. Secretary.

Hongkong, March 21, 1902. 628

## WATKINS LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE No. 1, Queen's Road, Central, at Noon, on SATURDAY the 28th March, 1903, for the purpose of receiving the Report of the General Manager with a Statement of the Accounts for the year ended December 31, 1902.

The TRUSTEE BOOKS of the Company will be CLOSED from the 21st to the 28th Inst., both days inclusive.

CHAN A. FOOK, General  
G. A. WATKINS, Managers.

Hongkong, March 20, 1902. 616

## TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,  
BY ARTHUR CHAPMAN.

GOVERNMENT ASSISTANT.

Hongkong, February 26, 1903. 416

## SHORTHAND &amp; TYPEWRITING.

Photograph is simple as to be readily learned by everyone of ordinary capacity, and the public benefits to be derived from it are entirely incalculable. The late Right Hon. John Bradlaugh, M.P.

If sufficient inducement offers, the under-signed will start an Evening Class for LITHAM'S SYSTEM of PHONOGRAPHY and TYPEWRITING.

Pupils will be specially coached for examinations on these subjects for Certificates.

TYPEWRITERS Supplied.

Terms moderate.

For further particulars, apply to

A. CHAPMAN,  
Care of 'CHINA MAIL' Office,  
Hongkong, March 21, 1903. 626NOTICE TO MARINERS,  
No. 161 (SPECIAL).

CHINA SEA.

## SHANGHAI DISTRICT.

Alteration in position of Fort Buoy.

WITH reference to Notice to Mariners, No. 158 (Special), Notice is hereby given that the FORGE BUOY has been shifted S. 75° 36' E., distant 2.6 cables from its former position, and is moored in 16 feet at Low Water of Spring Tides; from it, Wansong Lighthouse bears S. 80 W., distant 5.9 cables.

The buoy has been painted BLACK and is on the southern side of the inner entrance to the new channel over the Wansong Outer Bar.

N.B.—Bearings are magnetic.

W.M. CARLSON,  
for Coast Inspector.Coast Inspector's Office,  
Shanghai, 15th March, 1903. 640NOTICE TO MARINERS,  
No. 162 (SPECIAL).

CHINA SEA.

## SHANGHAI DISTRICT.

Temporary withdrawal of the Tungsha Light vessel for repairs postponed.

REFERRING to NOTICE to Mariners, No. 159 (Special), dated the 9th March, NOTICE is hereby given that the temporary withdrawal of the Tungsha Light-vessel 'Tungsha' for repairs has been postponed until the 1st June next.

T. J. ELDREDGE,  
Acting Deputy Coast Inspector.Coast Inspector's Office,  
Shanghai, March 16, 1903. 639

## Kinghorn &amp; Macdonald,

Consulting Mechanical Engineers  
and Surveyors,  
CONTRACTORS FOR THE SUPPLY OF ALL  
KINDS OF MACHINERY AND  
APPLIANCES.

## ICE MAKING

MESSRS. KINGHORN AND MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Office: No. 13 BEACONFIELD ARCADE—Ground Floor.

Telephone: No. 143.

Teleg. "KINGHORN, Hongkong."

A. B. G. &amp; A1 Codes.

JOHN W. KINGHORN,  
M.I.M.E., M.I.Mech.E., London.

DONALD MACDONALD,

Hongkong, May 28, 1902. 1983

EAST PRAYA RECLAMATION  
SCHEME.AS PROPOSED TO THE HONGKONG  
GOVERNMENT AND THE MARINE  
LOT-HOLDERS BY SIR PAUL  
CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at CHINA MAIL Office.

Price 50 Cents each.

Hongkong, October 27, 1902. 140

NOTE ADDRESS:—2 ICE HOUSE  
ROAD.

For full particulars, &amp;c., &amp;c.,

Apply to:

W. STUART HARRISON,

A.M. Inst. C.E.,

Manager.

Hongkong, December 27, 1902. 2483

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

140

## THE 'KEK-VOK' IN PARIS.

The latest craze of 'tout Paris' is represented by the two cacophonous syllables, 'kek-vok.' When they use the queer-looking phrase the Parisians flatter themselves that they are speaking English, for it does duty for the expression usually spelled on this side of the Channel, 'cak-walk.' In fact, our old friend the nigger cak-walk, which came to us from the United States, has now found its way across to Paris, and has had the luck to become the rage. The old quadrille, which English people had come to look upon as the characteristic national dance of France, has lost its popularity among the Parisians for some time past, and the time was ripe for something new. That which was required has come in the shape of the cak-walk, and has scored an instant success. It is being danced in all the 'revues,' and has made the fortune of more than one agile Parisian, its rise, curiously enough, exactly coinciding with the fall of the 'Moulin Rouge.' But it is not only in the lighter theatres that the new dance can count its victories, for it has made its way into the salons. Not that as yet, the snooty Parisians dance it, but the height of 'chic' just now is for a hostess to persuade one of the dunces to quit the theatre, and to figure at an At Home, where she obtains a success compared to that achieved by even the most popular prima donna is as water into wine. The American negro is evidently coming to the front. He is received by President Roosevelt, and his dance is the rage of Paris.

CHAMBERLAIN'S COUGH REMEDY  
LOOSENS the cough, relieves the lungs  
and opens the secretions. It counteracts any tendency of a cold so a result  
inflammation. It is unequalled for bad colds.  
It always cures and cures quickly. For  
sale by All Dealers, WATKINS Ltd., General Agents.

For Sale.  
FOR SALE.

THE Well Known 3/3 L 11. STEAM  
YACHT CABARFIELD. L 60.  
ft., B 10ft., D 6ft. Cylinders 72 in. and 15  
in.; 11 in. Stroke; now in excellent  
order. Owner leaving the Colony.  
Apply to G. C. ANDERSON, Surveyor  
for Vertue, 4 Pudding Street.  
Hongkong, March 13, 1903. 552

## Intimations.

WING ON STEAM-SHIP COMPANY,  
HONGKONG-MACAO LINE.

THE Steamship  
"H. H. KONG",  
Capt. Mason.  
Departure from HONGKONG to MACAO  
Daily, at 8.30 a.m., SUMDAY included.  
Departure from MACAO to HONGKONG  
Daily, at 2 p.m., SUNDAY included.  
This Steamer is the fastest and has  
superior Cabin Accommodation.

## FARES:

1st Class ..... \$2.00  
2nd " ..... 1.00  
3rd " ..... 50

Further Particulars may be obtained at  
the Office of the

WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West,  
Hongkong, March 10, 1903. 379

## STEAM TO CANTON.

THE Spendid new Steel Twin Screw  
Steamer  
"KWONG CHOW,"  
1474 Tons, Captain WALKER, leaves HONG-  
KONG for CANTON at 5.30 p.m. on  
SUNDAYS, TUESDAYS and THURS-  
DAYS, returning to Hongkong the follow-  
ing days, leaving Canton at 5 p.m.  
Unexcelled accommodation for First Class  
Passengers. Ship lighted throughout by  
Electricity.

Passenger Fare \$4.00 Single Journey.  
Meals \$1.00 each.  
The Company's Wharf is West of the  
Hongkong Harbour Master's Office.

SHU CO., LTD.  
No. 8, QUEEN'S ROAD WEST.  
Hongkong, March 19, 1903. 611

## STEAM TO CANTON.

## FRENCH MAIL.

Twin Screw S.S. "SAN CHEUNG"  
551 Tons, Captain Murphy, leaves HONG-  
KONG for CANTON at 5.30 p.m. on  
SUNDAYS, TUESDAYS and THURS-  
DAYS, returning to Hongkong the follow-  
ing days, leaving Canton at 5 p.m.  
Unexcelled accommodation for First Class  
Passenger. Hot and Cold Water laid on  
by Pipes to each Cabin. Ship lighted  
throughout by Electricity.

Passage Fare \$3.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is East of the  
Hongkong Harbour Master's Office, and  
West of Canton Bank Co's Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, February 2, 1903. 222

RAMBLE THROUGH SOUTHERN  
FORMOSA:

By G. TAYLOR, I. M. Customs.

## With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life  
yet written.

Price ..... \$1.00.

DR. TAYLOR'S Office, 5 Wyndham Street,  
Hongkong.

CHINESE-AMERICAN  
COMMERCIAL COMPANY,  
IMPORTERS, EXPORTERS & MANUFACTURERS.

CAPITAL ..... \$1,000,000 U.S. GOLD.

HEAD OFFICE: SAN FRANCISCO, CALIFORNIA.

WE beg to announce that the HONGKONG BRANCH of the above Company has been OPENED at Nos. 20 & 21, CONNAUGHT ROAD, nearly opposite Blake Pier.

We are DIRECT REPRESENTATIVES and AGENTS for numerous Manufacturers. We carry a varied and extensive line of Samples, and our patrons will find some of distinct advantage when ordering through us.

CHINESE-AMERICAN COMMERCIAL COMPANY,  
Nos. 10 & 21, CONNAUGHT ROAD.

Hongkong, March 24, 1903. 619

THE CHINA LIGHT & POWER  
COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND  
KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and  
NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—THE MANAGER OF WORKS AT HUNGHOM:

245 SHIWEWAN, TONKS & CO., General Managers.

LAMBERT AND BUTLER'S  
FRONTIER MIXTURE

## A PIPE TOBACCO.

## Fragrant, Cool-smoking, unrivalled.

This Tobacco is packed in round, air-tight tins, thus  
preserving in beautiful condition for an unlim-  
ited period its delicate fragrance, irrespective of  
all climates.

To be obtained of Messrs Kruse & Co., in 1 1/4-lb. tins.

Made by

Lambert & Butler's Branch,  
British-American Tobacco Co., Ltd.

## For Sale.

## FOR SALE.

THE Well Known 3/3 L 11. STEAM  
YACHT CABARFIELD. L 60.  
ft., B 10ft., D 6ft. Cylinders 72 in. and 15  
in.; 11 in. Stroke; now in excellent  
order. Owner leaving the Colony.

Apply to G. C. ANDERSON, Surveyor

for Vertue, 4 Pudding Street.

552

## Intimations.

WING ON STEAM-SHIP COMPANY,  
HONGKONG-MACAO LINE.

THE Steamship  
"H. H. KONG",  
Capt. Mason.  
Departure from HONGKONG to MACAO  
Daily, at 8.30 a.m., SUMDAY included.  
Departure from MACAO to HONGKONG  
Daily, at 2 p.m., SUNDAY included.

This Steamer is the fastest and has  
superior Cabin Accommodation.

FARES:

1st Class ..... \$2.00  
2nd " ..... 1.00  
3rd " ..... 50

Further Particulars may be obtained at  
the Office of the

WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West,  
Hongkong, March 10, 1903. 379

**EDWARDS'**  
**HARLENE FOR THE HAIR**  
**THE GREAT HAIR PRODUCER AND RESTORER.**

The Very Finest Dressing, Specially Prepared and Defately Perfumed for the Toilet.

**"HARLENE"**  
Preserves Luxuriant Hair, Prevents its Falling Off or Turning Grey.  
UNQUALLED FOR PROMOTING THE GROWTH OF THE BEARD AND MUSTACHE.

**THE RENOWNED REMEDY FOR BALDNESS.**  
Strengthens and Restores the Hair Beautifully Soft; for Restoring Scarf, Dandruff, &c. also for  
"HARLENE" PRESERVES, BEAUTIFULS, AND IMPROVES CHILDREN'S HAIR.  
Full description and directions for use may be had in the "HARLENE" book, 25c (2 1/2 x 4 1/2) 4 1/2 oz. per bottle from Druggists & Co. all over the World.  
"HARLENE" Co., High Holborn, LONDON, ENGLAND.

## ADVERTISE

4  
ABLE ADDRESS: 100, M. HONGKONG.  
P. C. 5000, 12th EDITION.

ESTABLISHED 1860.

ACHEE &amp; CO.

祥利廣

17a Queen's Road.

Furniture  
Dealers.DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM.  
FURNITURE.ELECTRO-PLATED,  
GLASS and  
CHINA WARES.PASTEUR'S MICROBE-  
PROOF FILTERS,  
CHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.WM. POWELL,  
LIMITED.TELEGRAMS. 256.  
THE BEST SELECTION OF  
WHISKIES IN THE EAST.

SCOTCH.

Our own Bottling.  
F. O. S., very old Liquor ... \$19.00  
Club ... 15.00  
Specielly Selected ... 14.00  
Choice Old Highland ... 10.50  
Glenlivet ... 9.00Sole Agent for  
The Distillers Co., Ltd.  
King Edward VII Liqueur ... 22.00  
Highland Nectar ... 20.00  
C. L. ... 16.50  
Highland Club ... 15.50

Sole Agents.

Teacher's Highland Cream ... 15.50  
D. G. Dumb bottle ... 10.50  
Peak Blend, do. ... 9.50

IRISH.

Dunville's V.R. ... 16.00

AMERICAN.

Canadian Rye, Sole Agents ... 19.00  
F.W. Old Bourbon do ... 20.00  
Hayden's Bourbon do ... 21.00  
J.W. Clayton's Rye do ... 22.00  
Canadian Club ... 21.00H. PRICE & CO.,  
12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auctions.

3 p.m.—Auction of Household Furnishings, &amp;c., at No. 4, East Terrace, Kowloon.

Meeting.

5.30 p.m.—Meeting of Subscribers to the Machell Memorial Fund at Queen's College.

Miscellaneous.

Goods per *Indra* not cleared at 4 p.m. on this date subject to rent.Goods per *Afridi* undelivered after this date subject to rent.

General Memoranda.

SATURDAY, March 28.—

Noon.—Meeting of Shareholders of Watkins Limited, at the Company's Office.

2.00 p.m.—Auction of Dress Materials, &amp;c., at Mr V. I. Romeo's Sales Room.

Goods per *Maria Valeria* undelivered after this date subject to rent.

SUNDAY, March 29.—

Goods per *Pembroke* undelivered after this date subject to rent.

MONDAY, March 30.—

3 p.m.—Auction of Crown Lands at the Public Works Department.

Goods per *Petra* not cleared at 4 p.m. on this date subject to rent.

TUESDAY, March 31.—

Goods per *Sociedad* not cleared at 4 p.m. on this date subject to rent.

8 p.m.—Annual Oxford and Cambridge Dinner in the Hongkong Hotel.

WEDNESDAY, April 1.—

Goods per *Wakana Maru* not cleared on this date subject to rent.

9 p.m.—Meeting of Zetland Lodge.

THURSDAY, April 2.—

2.15 p.m.—Meeting of H. M. Justice of the Peace at the Magistracy.

Established A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.Aerated Water  
Manufacturers.

Established A.D. 1841.

AERATED  
WATERS

THE WATER used is THE PUREST that can be obtained, and is skilfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING  
ABSOLUTE PURITY.  
ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

More 'Bagging.'

The following story is told by the *Globe*: Two bountifully-dressed young men were standing up in the stalls of a theatre the other night and talking in the major key, much to the amusement and annoyance of the house. 'Sit down!' cried a voice in the pit. They remained standing. 'Sit down!' And then a voice from the gods! 'They can't. They're in the Guards!' The young gentlemen sat.

IT WILL NOT DO

TO fool with a bad cold. No one can tell what the end will be. Pneumonitis, chronic bronchitis and consumption invariably result from neglected colds. As a medicine for the cure of colds, coughs and influenza nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers; WATSON Ltd., General Agents.

21st March, 1903.

568

BIRTHS.  
At Glasgow, on the 13th February, 1903, the wife of G. W. Kynoch, engineer, Kowloon Pumping Station, of a Son; both doing well.

On the 10th March, at Kuala Lumpur, the wife of Walter Vandene, of a Son.

For the publication of this issue commenced at 6.30 p.m.

The China Mail.

HONGKONG, THURSDAY, MARCH 26, 1903.

EDITORIAL COMMENT.

The election of Mr. H. SANITARY BOARD E. Pollock, and his ELECTION position at the head of the poll, was received with the keenest satisfaction by all classes of the Community. This feeling is the outcome of the fairmindedness and honest public spirit shown by the worthy King's Counsel for a number of years. Mr. Runjahn's return as the second member of the Board came like a shock upon the European community, and none the less so because it showed at once electioneering tactics on the Eurasian side and a lack of cohesion and astuteness on the part of the European electors. The European vote was split, and the non-European gained by the unfortunate division. This splitting would have been avoided had H. E. the Governor nominated one of the European candidates, as we had frequently suggested; and we understand Mr. Osborne had sent in his resignation to facilitate official action. The difficulties and muddles which have surrounded this last election would tempt electors to believe that official action or inaction tends to render such elections grotesque and inappropriate for a Crown Colony. The so-called rules to be observed at such functions have been freely criticised, and their obvious inadequateness were fully proved; but, unless in one case—the concession to the demand for a valid vote for the two vacancies—the Governor in Council did not move a finger, although he has full power to do so at any time. Perhaps the less said about the one vote the better, as that was settled before the election was held. But it was somewhat inconsistent with the spirit of such representation to see leading partners in long-established houses refuse a vote upon some technicality, while numbers of young Portuguese and Eurasian clerks were accepted, and officially informed they could vote for one man if they cared to do so. It would be interesting to analyse the qualifications of the voters who have returned Mr. Runjahn to the Sanitary Board, and perhaps the European electors may have that pleasure later on. At the same time, the other lesson brought so sharply to the notice of the European community, yesterday should be carefully considered and wholesomely accepted. It is this: that the Eurasian and Chinese elements will unduly preponderate even in the small modicum of representation now vouchsafed to this Colony, if British-born residents do not wake up. We do not mean that all classes should not be fairly represented. But take the Sanitary Board as a sample. It now consists of four official members, four Government nominees (one of whom is a military medical officer and two Chinese residents), and two elected members, Messrs Pollock and Runjahn. Ten in all: two European unofficials, two Chinese, and Mr. Runjahn, against five officials. It will not be difficult to draw the inference as to the weight of representation, even if Mr. Osborne's successor nominated by the Governor be a member of the European community.

We cannot, therefore, congratulate either the Government or the European electors upon the balance of representation which is assumed to have been secured upon this occasion, and trust that the greater interest taken by the electorate yesterday will lead to keener interest being taken in the future. Of course, the Government will now be compelled to amend the rules under which such contests shall be conducted, in future, as the existing rules or their interpretation, could not well be more confusing than they are.

More 'Bagging.'

The following story is told by the *Globe*: Two bountifully-dressed young men were standing up in the stalls of a theatre the other night and talking in the major key, much to the amusement and annoyance of the house. 'Sit down!' cried a voice in the pit. They remained standing. 'Sit down!' And then a voice from the gods! 'They can't. They're in the Guards!' The young gentlemen sat.

IT WILL NOT DO

TO fool with a bad cold. No one can tell

what the end will be. Pneumonitis, chronic bronchitis and consumption invariably result from neglected colds. As a medicine for the cure of colds, coughs and influenza nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers; WATSON Ltd., General Agents.

21st March, 1903.

568

LOCAL AND GENERAL.

General in a Carriage Accident.

Brigadier-General Sir A. R. F. Durdard was thrown out of his carriage at Singapore on the 18th inst., through his horse having bolted. The General was not seriously injured.

A Penang Newspaper.

The prospectus has been issued of the Criterion Press Ltd., Penang, the principal feature of which is the establishment of the Straits Echo, a high-class daily English newspaper. Mr. Chesney Duncan is the Editor, and Mr. H. J. A. Crowe, Manager. The first issue is fixed for April 6.

Football.

The Committee of the Hongkong Football Club has awarded three badges to those members whose play has been specially useful in the Association game, and four caps to members in the Rugby game. The presentations will be made at the Ninth Annual Dinner on Saturday next.

Plague at Government House.

On Tuesday afternoon, a case of bubonic plague occurred at the coolie quarters of the Government House. Immediate steps were taken by the Sanitary Authorities to cleanse and disinfect the premises, and the Government House party removed to their Peak residence yesterday.

The Other Roberts.

Mr. John Roberts played a billiard match at the Bengal Club, Calcutta, on the 4th inst., against Colonel Hobday, R.E. The game was 1,000 up, and Roberts, who was conceding 650 points, caught his antagonist at 812 and eventually won by 122. The champion's best breaks were 78, 74, and 70. Lord Kitchener was among those present.

A Friend's Wedding.

A friend's wedding, probably the first in Ceylon, took place on March 4, when Edward Aldridge Annetto took his friend Edith Mary Ched to his wife to be unto her a loving and faithful husband until it shall please the Lord by death to separate us.' No priest, no groomsmen, no bridesmaids, no bridal veil or orange blossom, no music and as far as could be seen by most, no ring!

The Blistering Reporter.

At the Oxford and Cambridge Dinner in Calcutta, His Excellency the Viceroy in the first few paragraphs of his speech congratulated himself and his audience upon the fact that there were none of those wretched newspaper reporters present. Next morning all three of the Anglo-Indian daily papers came out with long accounts of the function. There must have been a 'chief among them takin' notes' after all.

Royal Colonial Institute.

The annual meeting of the Royal Colonial Institute was held on 17th February, Sir Henry Norman presiding, supported amongst others by Sir Cecil Clement Smith, Sir William Robinson, and Mr. J. S. O'Halloran, C.M.G. (Secretary). Sir M. Ommaney (Hon. Treasurer) congratulated the Fellows on the financial position. The income had reached the very substantial figure of over £8,000, exceeding that of any former year. The report was adopted, and after the meeting an adjournment was made to the entrance-hall, where Sir Henry Norman unveiled a memorial tablet on which are engraved the motto and badge of the Institute, and, within a laurel border, the names of 10 fellows who lost their lives during the South African campaign of 1899-1900. Amongst the names are those of A. H. Thomas, Ceylon Mounted Infantry and Surgeon-Captain F. Welford (Straits Settlements), Imperial Yeomanry.

Naval Wedding.

The many friends in the Far East of Commander the Hon. C. Dorner will like to see this reference to his wedding:—The marriage of Commander the Hon. Charles Dorner, R.N., second son of the late Lieutenant-General the Hon. Sir James Dorner and the Hon. Lady Dorner, and brother of Lord Dorner, with Mrs May Clifford, daughter of the late Sir Robert S. C. Clifford and Lady Clifford, was solemnised on 17th ult. at St. Mary's Catholic Church, Commander Godfrey Faustet, R.N., attended the bridegroom as best man, and the bride, who was given away by her cousin, Lord St. Lovan, was followed by six bridesmaids—the Hon. Constance Dorner, Miss Daisy Portal, Miss Ella and Miss Esme Cutler-Ferguson, Miss Drummond and Miss Clare Hunter. Master Drummond acted as trainbearer. His Royal Highness the Prince of Wales presented the bridegroom with a handsome silver inkstand. The commanders of the port at Portsmouth gave a large silver loving cup, and the ship's company of His Majesty's ship 'Victory' a silver basket.

EXTRA.

Cavouette. 'The First Primrose.' Eltonberg

GOD SAVE THE KING.

Chartered Bank Dividend

Mr. T. P. Cochrane, acting manager of the Chartered Bank of India, Australia &amp; China, writes under this date:—We have this morning received the following telegram from our Head Office in London:—At the approaching meeting of shareholders, the Directors will recommend a dividend for the past half-year at 10 per cent per annum, free of Income Tax, that £75,000 be placed to Reserve, which will then stand at £275,000, that £47,500 be carried forward as undivided profit, and that a Bonus of 10 per cent be paid to the staff of the Bank.

THE WEARIN' O' THE GREEN.

All the Hibernian gentlemen who sported green ties last week might like to know that the writer of a London letter to a Ceylon paper says:—If I were asked to name the most fashionable colour at present, I should without hesitation reply green. It is generally worn in combination with blue or black, and green shoes and green stockings are worn with a blue or black dress. So much are green stockings coming in that they are being sold in fashionable boot-makers' shops. Green ties are also quite the thing to wear.

IT WILL NOT DO

TO fool with a bad cold. No one can tell

what the end will be. Pneumonitis, chronic bronchitis and consumption invariably result from neglected colds. As a medicine for the cure of colds, coughs and influenza nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers; WATSON Ltd., General Agents.

21st March, 1903.

568

LOCAL AND GENERAL.

Notes by the way.

The French Mail of the 23rd February was delivered in London on the 24th inst.

The German Mail of the 18th February was delivered in London on the 21st inst.

H. R. H. The Duke of Connaught bagged seven tigers during his stay in India.

Parcels mails for Europe, &amp;c., per s.s. Malta will close at 3 p.m. on Friday, the 27th inst.

The *Wakasa Maru*, which arrived yesterday, has on board 23 boxes of gold bars and 92 silver bars.

It is believed in Ceylon that General Sir Hector Macdonald, is to retire from active service in the army.

The Portuguese authorities and inhabitants at Macao gave Mr. Chamberlain a hearty welcome on his arrival there.

The Dallas Company is not coming on to Hongkong for some time. After playing in Colombo, they went on to Bombay.

The many friends of Mr. Ernest Ver (of the Brough Company) will be ro to hear that his illness has been diagnosed as enteric fever. He is now under treatment at the Government Civil Hospital.

Death of a Polo Player.

English sportsmen will regret to hear that Thakur Hari Sing, the well-known polo player and rider, died at Jodhpur on the 6th inst.

The Other Roberts.

Mr. John Roberts played a billiard match at the Bengal Club, Calcutta, on the 4th inst., against Colonel Hobday, R.E. The game was 1,000 up, and Roberts, who was conceding 650 points, caught his antagonist at 812 and eventually won by 122. The champion's best breaks were 78, 74, and 70. Lord Kitchener was among those present.

The Blistering Reporter.

At the Oxford and Cambridge Dinner in Cal

THE NAVAL DOCKYARD.  
Deputation to His Excellency the Governor.

At the Council Chamber this forenoon, H.E. Sir Henry Blake, C.M.G., received a deputation from the Naval Dockyard Committee with reference to the proposal to petition the Imperial Government and the Admiralty with a view to the removal of the Naval yard from the centre of the city to another site.

The deputation consisted of the Hon. Sir Paul Chater, C.M.G., Hon. G. W. Dickson, Hon. B. Shaw, Hon. G. Stewart, Messrs H. E. Pollock, K.C., E. A. Hewett, J. R. M. Smith, W. Pate, W. Danby, G. Balloch, A. Forbes, E. W. Mitchell, D. E. Brown, J. H. Lewis, T. P. Cochran, and H. E. Tonkin.

Sir Paul Chater at once proceeded to inform His Excellency of the object of the deputation. In consequence of certain suggestions that had been made, it was arranged to hold a meeting in order to discuss the proposal to get the Admiralty dock removed, and although only two days' notice could be given over 100 gentlemen assembled. These represented all the commercial and shipping interests of the Colony, and they decided unanimously that a petition should be drawn up and forwarded to the Right Hon. the Secretary of State, through His Excellency's kind offices, and it was hoped that His Excellency's support. It was also decided that as soon as the petition had been handed to His Excellency, he should be asked to give the substance of the petition to the Secretary of State. The reason for wanting this done was because of certain rumours that had been afloat for some time past that there were differences of opinion between the Admiral and the General in regard to some land in connection with this dock scheme. If there were any such difference, His Excellency held as great a position as either or both combined, and as it was just possible that a Royal Commission might be appointed to investigate these differences in the object of the deputation in asking His Excellency to telegraph the substance of the petition to the Secretary of State, so that the scope of the Commission might be extended to arrange matters between the three parties—the Colonial Government, the War Office and the Admiralty, and that it might go into the question of the removal of the dock somewhere else. Before doing anything in the matter, the Committee had decided to report to His Excellency exactly what had happened at the private meeting and to see if His Excellency would help them to any way in regard to drawing up the petition. The growth of the Colony eastward, he would point out, had been stopped for many years, and would continue to be stopped, even although the service would start, so long as the Naval Yard remained where it was. While land to the seawards of the Yard was selling at prices ranging from \$20 to \$45 per square foot, the Navy had purchased land to the eastward for only \$10 per foot. This alone showed the tremendous drag this line of demarcation between east and west was upon the development of the east end of the city. There was another point which would become more accentuated as time went on. As His Excellency would remember, there was a case brought forward in the Police Court by a resident of McDonnell Road about a number. What was it? It was the steam breaker for driving the piles at the new dock, and if that was a case, how much more would the dock be if they were working there on a summer night?

His Excellency—I think that was found to be no nuisance.

Sir P. Chater—No; I think it was withdrawn, your Excellency, because the gentleman who made the complaint was a foreigner, and did not wish to press the case.

His Excellency—I remember the case perfectly well. I do not think it was withdrawn.

Sir P. Chater continued, saying that if this dock were built the houses in Kennedy Road and McDonnell Road would be absolutely uninhabitable. Government House and Headquarters House would be in the same position. These would point to the inaccuracy of the Colony was concerned. They would be gone into minutely by the Committee in drawing up the petition, and, naturally, they would like to have the support of His Excellency. It might be asked where they proposed to put the dock, if this one were stopped. Well, there were three sites they had in view, and it was the view of the Committee to draw up schemes and submit them to the Commission or His Excellency and to point out the advantages these sites have over the present one. He thought it could easily arranged. The Colony could find bigger and better sites in every respect, and still give all the water frontage required. It would probably also be asked—What about the expense that the Navy has already incurred? He believed he was rightly informed when he said that the Navy had spent from £250,000 to £300,000. The land now occupied by the military and navy was, he believed, worth a lot of money, and His Excellency would remember that, a few years ago, he (Sir P. Chater) had gone into that point and given estimates, and he thought he was right in saying that the land was worth even more now. If either of the two sites which they were going to offer to the Navy were accepted, then the Colony would have to leave those sites. They belonged now to the Government and the parts that did not could be resold. Then they would have to compensate the Navy for what had been expended. But it must be remembered that all the expense incurred already at the Naval Yard extension was not lost, because part of the expenses in connection with the cordon would not have to be incurred again and the reclamation would all be of use to the Colonial authorities. Therefore, so far as compensation was concerned, there was no doubt in his mind that some arrangement could be arrived at. But the most important point was to get the appointment of the Commission, and to give every scope for the removal of the dockyard to another site.

He reminded His Excellency that the residents of Morrison Hill had asked that the iron workshops on the Praya and Queen's Road should be removed, because of the nuisance they created; and if these workshops were a nuisance to people living as far away as Morrison Hill surely the dockyard in front of the Harbour, working at night, would be a terrible nuisance all the way up to the City. In fact, he believed that even were the City Native lived, the noise of the dockyard could be heard.

The military were also building barracks, married quarters, and a hospital on the hillsides behind the dockyard, which would be an almost intolerable nuisance at night to the people living there. These were some of the facts they proposed to embody in their petition, and they thought

it right to place them before His Excellency and to let him know what they proposed to do. He again asked His Excellency's co-operation in drawing up the petition and to give them any information that might be incorporated usefully in the petition.

Hon. R. Shaw was then made a few remarks on difficulties that were said to have arisen in the construction of the naval dock on its present site.

His Excellency the Governor said he was very glad to receive this important deputation from the community. He might call them a bunch that he was in absolute and entire sympathy with them in the views they had expressed (applause). He had always been so, as the published despatches would show, and he had already, more than once, addressed the Imperial Government on the question. When they came to consider whether the Dock was a nuisance or an inconvenience in its present position, he had no doubt every member of the community of Hongkong would bear with that inconvenience if it were shown it was absolutely necessary for the safety and welfare of the Navy that the dock must be built there. As regards the question of differences between the Admiralty and the Military authorities, he did not know of any such differences. There had been, of course, computations between them as to possible divisions of the land held by the naval and military authorities, and he thought he might say that, on broad lines, the military and naval authorities had either arrived at a working agreement or had nearly approached it; but the point for the deputation to consider and put before His Majesty's Government was whether that dock should be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in toto*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock, but he did not think it would be for the Colony's welfare in the future, because he was quite clear that the present projected extension of the dockyard would not, and could not be sufficient for the requirements of the Navy having regard to the expansion of trade, political considerations, and the probability that it would always be necessary to have a very considerable fleet engaged in the Far East. The question presented itself in a nutshell. When they were putting this before H. M. Government in the petition, which he hoped His Excellency would be removed from its present position *in to to*. He personally had no doubt if it were possible, under the circumstances, to improve the dock



## Notices to Consignees.

## INSURANCES.

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER *SOCOTRA*.  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

CONSIGNEES of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out by mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 11 a.m. To-morrow.

Goods not cleared by the 31st March, at 4 p.m., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, March 25, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO & SINGAPORE.

THE Co. Steamer *Wakami Maru*, having arrived from Japan, Port Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out by mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 1 p.m., To-day.

Goods not cleared by the 1st April, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this office before the 1st April, or claims in connection therewith will not be recognized.

SIPPON YUSEN KAISHA.  
Hongkong, March 25, 1903.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.'S  
STEAMER PEKIN.

FROM BOMBAY AND STRAITS.

CONSIGNEES of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out by mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings cargo —  
From PERSIAN GULF & ex.s.s. B.I.S.N. and B.P.S.N. Co.'s steamers.

Goods not cleared by the 30th March, at 4 p.m., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, March 24, 1903.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND LONDON.

THE Steamship  
PENBROKESHIRE,  
Captain E. J. LINDSEY, having arrived on the above ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS, LIMITED, at Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, Chafed, and Damaged Goods as to be left in the Godowns, where they will be examined on the 30th inst., at 9 a.m.

No fire insurance has been effected.  
Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO.,  
Genl Agents.  
Hongkong, March 23, 1903.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *AFRIDI*.

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO. at Kowloon, where each consignment may be obtained as soon as the goods are landed.

Optional cargo will be forwarded unless notice to the contrary be given before noon To-day.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th Inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 3rd Inst., or they will not be recognized.

All broken, Chafed, and Damaged Goods as to be left in the Godowns, where they will be examined on the 28th inst., after which no claims will be recognized.

No fire insurance has been effected.  
Bills of Lading will be countersigned by

LODWEIL & CO., LIMITED,  
Agents.  
Hongkong, March 20, 1903.

## INSURANCES.

## Banks.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, W. JACOB & CO.

Hongkong, March 21, 1903.

738

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS as of 31st DECEMBER, 1902.  
£15,226,600.

Authorized Capital £3,000,000 0 0

Subscribed Capital £2,750,000 0 0

Paid-up Capital £2,500,000 0 0

Fire Funds £2,025,548 5 2

Interest allowed on Current Account at the rate of 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS —

For 3 months 2½ per cent. per annum.

6 " 3 " 2 " "

12 " 4 " "

24 " 5 " "

36 " 6 " "

48 " 7 " "

60 " 8 " "

72 " 9 " "

84 " 10 " "

96 " 11 " "

108 " 12 " "

120 " 13 " "

132 " 14 " "

144 " 15 " "

156 " 16 " "

168 " 17 " "

180 " 18 " "

192 " 19 " "

204 " 20 " "

216 " 21 " "

228 " 22 " "

240 " 23 " "

252 " 24 " "

264 " 25 " "

276 " 26 " "

288 " 27 " "

300 " 28 " "

312 " 29 " "

324 " 30 " "

336 " 31 " "

348 " 32 " "

360 " 33 " "

372 " 34 " "

384 " 35 " "

396 " 36 " "

408 " 37 " "

420 " 38 " "

432 " 39 " "

444 " 40 " "

456 " 41 " "

468 " 42 " "

480 " 43 " "

492 " 44 " "

504 " 45 " "

516 " 46 " "

528 " 47 " "

540 " 48 " "

552 " 49 " "

564 " 50 " "

576 " 51 " "

588 " 52 " "

600 " 53 " "

612 " 54 " "

624 " 55 " "

636 " 56 " "

648 " 57 " "

660 " 58 " "

672 " 59 " "

684 " 60 " "

696 " 61 " "

708 " 62 " "

720 " 63 " "

732 " 64 " "

744 " 65 " "

756 " 66 " "

768 " 67 " "

780 " 68 " "

792 " 69 " "

804 " 70 " "

816 " 71 " "

828 " 72 " "

840 " 73 " "

852 " 74 " "

864 " 75 " "

876 " 76 " "

888 " 77 " "

900 " 78 " "

912 " 79 " "

924 " 80 " "

936 " 81 " "

948 " 82 " "

960 " 83 " "

972 " 84 " "

984 " 85 " "

996 " 86 " "

1008 " 87 " "

1020 " 88 " "

1032 " 89 " "

1044 " 90 " "

1056 " 91 " "

1068 " 92 " "

1080 " 93 " "

1092 " 94 " "

1104 " 95 " "

1116 " 96 " "

1128 " 97 " "

1140 " 98 " "

1152 " 99 " "

1164 " 100 " "

1176 " 101 " "

1188 " 102 " "

